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III

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ANNEX III

NUMERICAL SCORE OF USCM

TAB "A" PERCENT OF REQUIRED AIRCRAFT LAUNCHED

TAB "B" PERCENT OF REQUIRED AIRCRAFT AIRBORNE ON TIME

TAB "C" PERCENT OF AIRBORNE AIRCRAFT EFFECTIVE

TAB "D" PERCENT OF REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFED

TAB "E" PERCENT ACCOMPLISHMENT OF USCM TRAINING REQUIREMENTS

TAB "F" CREW PROFICIENCY

TAB "G" COMBAT REPORTING

TAB "H" SUMMARY OF LOST POINTS

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RECAPITULATION OF NUMERICAL SCORE

TAB NUMBER	ITEM	POINTS POSSIBLE	POINTS ATTAINED
A	% AIRCRAFT LAUNCHED	10	10
B	% AIRCRAFT AIRBORNE ON TIME	10	8.3
C	% REQUIRED AIRCRAFT EFFECTIVE	20	11.5
D	% REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFED	15	12.9
E	% ACCOMPLISHMENT OF USCM REQUIREMENTS	10	9.5
F	CREW PROFICIENCY		
	(1) NAVIGATION	10	8.4
	(2) PHOTO FLIGHT LINE FLYING	20	19.3
G	COMBAT REPORTS	5	5
	TOTAL	100	TOTAL 84.9

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A

RECAP FORM

AIRCRAFT LAUNCHED

MISSION NO.	SCHEDULED DATE	LAUNCHED	POINTS	REMARKS
1035	24 Oct 56	24 Oct 56	10	
1036	24 Oct 56	24 Oct 56	10	
1037	25 Oct 56	25 Oct 56	10	
1038	25 Oct 56	25 Oct 56	10	
1039	25 Oct 56	25 Oct 56	10	
1040	26 Oct 56	26 Oct 56	10	
1041	26 Oct 56	26 Oct 56	10	
1042	26 Oct 56	--------	--	CANX by Proj Hqs
			70 ÷ 7 = 10 Points	

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B

[illegible]	SCHEDULED TIME	ACTUAL TIME	ERROR	SCORE
1035	0845	0846:56	1 Min 56 Sec	80%
1036	0905	0905	-----	100%
1037	0740	0745:20	5 Min 20 Sec	50%
1038	0800	0800	-----	100%
1039	0820	0820	-----	100%
1040	0740	0740	-----	100%
1041	0800	0807:50	7 Min 50 Sec	50%
1042	CANCELLED			-----
				580%
	580 ÷ 7 = 83%			
	83% X 10 = 8.3 points			

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RECAP FORM

AIRCRAFT EFFECTIVE

SSION	% EFFECTIVE	EQUIPMENT FAILED	POINT OF FAILURE	REMARKS	POI
1035	47.5%	Tracker	1st 25%	-20%	
		Right Oblique	1st 25%	-30%	
		Sextant Averager	1st 25%	-2.5%	9.5
1036	60 %	Vertical	1st 25%	-30%	
		Tracker Film Poor	Throughout	-10%	12.0
1037	85%		1st 25%	-15%	17.0
10	32.5%	Vertical	2nd 25%	-22.5%	
		Right Oblique	2nd 25%	-22.5%	
		Left Oblique	2nd 25%	-22.5%	6.5
		Camera Failures due to faulty film feeding after			
		flame-out.			
1039	35 %	B Camera	Take-off	-65%	7.0
1040	51 %	B Camera	2nd 25%	-49%	10.0
1041	92.5%	Left Oblique	Last 25%	-7.5%	18.5
					80.5
		80.5 ÷ 7 = 11.5 points			

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COMPLETED MISSION AS BRIEFED

MISSION	SCORE	REMARKS
1035	15	Completed mission as briefed.
1036	15	Completed mission as briefed.
1037	15	Completed mission as briefed.
1038	0	1 flame-out over enemy territory. Cut 4 targets.
1039	15	Completed mission as briefed.
1040	15	Completed mission as briefed.
1041	15	Completed mission as briefed.
	90	
		90 ÷ 7 = 12.9 points

D

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USCM TRAINING REQUIREMENTS

MISSION	NAVIGATION LEGS SCHED	NAVIGATION LEGS COMPL	CELESTIAL OBSERVATION SCHED	CELESTIAL OBSERVATION COMPL	FLIGHT LINES SCHED	FLIGHT LINES COMPL	SCORE
1035	1	1	11	11	6	6	10
1036	1	1	11	11	5	5	10
1037	1	1	10	0	4	4	7.5
1038	1	1	8	8	21	17	9
1039	1	1	10	10	14	14	10
1040	1	1	10	10	4	4	10
1041	1	1	10	10	4	4	10

100% D/R Nav

86% Cel Nav

93% Photo

$\frac{11}{11} \times 25\% + \frac{60}{70} \times 25\% + \frac{54}{58} \times 50\% = 94.6\%$

$94.6\% \times 10 = 9.5$ points

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TAB "F"

F

CREW PROFICIENCY

NAVIGATION

PHOTO FLIGHT LINE FLYING

CELESTIAL SCORING SHEET

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RECAP FORM

NAVIGATION

DEAD RECKONING

MISSION	LEGS SCHEDULED	LEGS COMPLETED	CIRCULAR ERROR #1	CIRCULAR ERROR #2	SCORE
1035	1	1	0 NM		2 points
1036	1	1	5.1 NM		2 points
1037	1	1	4 NM		2 points
1038	1	1	7 NM		2 points
1039	1	1	7 NM		2 points
1040	1	1	0 NM		2 points
1041	1	1	5 NM		2 points
					14 points

14 ÷ 7 = 2 points

28.1 ÷ 7 = 4.1 NM CEA

4.1 NM CEA for all D/R Nav flown.

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RECAP FORM

PHOTO FLIGHT LINE FLYING

MISSION	MAXIMUM FLIGHT LINE DEVIATION								
	#1	#2	#3	#4	#5	#6	#7	#8	#9
1035	20	20	WX	20	20	20			
1036	20	WX	20	WX	20				
1037	WX	20	20	20					
1038	20	20	20	20	20	20	20	20	20
	20	10	5	WX	WX	WX	WX	WX	
	4 targets lost due to engine flame-out.								
1039	20	20	20	20	20	20	20	20	20
	20	WX	WX	WX	WX				
1040	20	20	20	20					
1041	15	20	20	20					
	58 Targets scheduled								
	38 targets within 5 NM								
	1 target within 10 NM								
	1 target within 14 NM								
	1 target within 18 NM								
	13 targets lost to weather								
	4 targets lost to flame-out								
	38 X 20 + 1 X 15 + 1 X 10 + 1 X 5 = 790								
	790 ÷ 41 = 19.3 points								

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CELESTIAL SCORING SHEET

SORTIE NUMBER	NO. OF OBS SCHEDULED	NO. OF OBS ACCOMPLISHED	AVERAGE ERROR	REMARKS
1035	11	11	16.5	8 points (without averager)
1036	11	11	5.9	8 points
1037	10	0	----	0 points
1038	8	8	8.4	8 points
1039	10	10	11.5	8 points
1040	10	10	10.1	8 points
1041	10	10	19.1	5 points
	45 ÷ 7 = 6.4 points			
	11.9 NM CEA for all celestial accomplished			

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SECRET

TAB "G"

COMBAT REPORTS

TOTAL POINTS POSSIBLE - 5

TOTAL POINTS GAINED - 5

SECRET

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COMBAT REPORTING

(FIVE (5) POINTS POSSIBLE EACH REQUIRED REPORT)

25X1

MISSION NUMBER	PILOT	INITIAL REPORT	DELAY REPORT	DEPART REPORT	ABORT REPORT	LAND'G REPORT	PRO-GRESS REPORT	LOST A/C	SORTIE REPORT	COMDRS REPORT	NAV REPORT	TAKE REPORT	TARGET REPORT	MISSION WX REPT	TOTAL POSS PTS	TOTAL PTS REC'D	PERCENT REC'D
1035		5	-	5	-	5	-	-	5	5	5	5	5	5	45	45	100
1036		5	-	5	-	5	-	-	5	5	5	5	5	5	45	45	100
1037		5	-	5	-	5	-	-	5	5	5	5	5	5	45	45	100
1038		5	-	5	-	5	-	-	4	5	5	5	5	5	45	44	98
1039		4	-	5	-	5	-	-	5	5	5	5	5	5	45	44	98
1040		5	-	5	-	5	-	-	5	5	5	5	5	5	45	45	100
1041		5	-	5	-	5	-	-	5	5	5	5	5	5	45	45	100

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TAB "H"

SUMMARY OF

LOST POINTS

H

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TAB "H"

TAB "A" - Required Aircraft Launched.

1. No points lost.

TAB "B" - Airborne on Time: 1.7 of 10 points lost.

1. Mission 1035 delayed 1 minute 56 seconds by auto-pilot malfunction.

2. Mission 1037 delayed 5 minutes 20 seconds by popped generator circuit breaker.

3. Mission 1041 delayed 7 minutes 50 seconds by face plate heat failure.

TAB "C" - Percent Aircraft Effective. 8.5 of 2 points lost.

1. Mission 1035 47.5% effective

Tracker camera failed in 1st 25% of mission.
Right oblique camera failed in 1st 25% of mission.
Sextant averager failed in 1st 25% of mission.

2. Mission 1036 60% effective

Vertical camera failed in 1st 25% of mission.
Tracker film quality poor.

3. Mission 1037 85% effective

25X1

4. Mission 1038 32.5% effective

Vertical and both oblique cameras failed due to improper film feeding after a flame-out. This is probably due to the cameras stopping in the middle of a cycle.

5. Mission 1039 35% effective

The "B" Camera did not operate throughout the mission.

6. Mission 1040 51% effective

The "B" Camera failed in the second 25% of the mission.

7. Mission 1041 92.5% effective

The left oblique camera failed in the last 25% of the mission.

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TAB "D" - Percent Aircraft Completing the Mission as Briefed.

2.1 of 15 points lost.

1. Mission 1038 descended below minimum safe altitude over enemy territory due to an engine flame-out.

TAB "E" - Percent Accomplishment of U CM Training Requirements.

.5 of 10 points lost.

1. No celestial observations made by the pilot on mission 1037 due to mis-understanding of instructions.

2. Four photo targets not covered on mission 1038 due to a flame-out.

TAB "F" - Crew Proficiency.

1. D/R Navigation.

a. No points lost.

2. Celestial Navigation. 1.6 of 8 points lost.

a. Pilot on mission 1037 made no celestial observations.

b. Pilot on mission 1041 had a 19.1 NM CEA for 10 observations.

3. Photo Flight Line Flying .7 of twenty points lost.

a. More than 5 but less than 10NM deviation from the flight line occurred on one target.

b. More than 10 but less than 14 NM deviation from the flight line occurred on one target.

c. More than 14 but less than 18 NM deviation from the flight line occurred on one target.

TAB "G" - Combat Reporting.

1. No points lost.

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ANNEX IV

ADJECTIVE RATING OF USCM

TAB "A" BRIEFINGS

TAB "B" DEBRIEFINGS

TAB "C" CRITIQUES

TAB "D" MAINTENANCE & SUPPLY SUPPORT

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A

ANNEX IV

TAB "A"

BRIEFINGS

1. During the initial mission briefings minor deficiencies were noted. These were corrected and the overall rating for USCM briefings is effective.

2. Detailed check lists for each briefing are attached as inclosures to this Annex.

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25X1

25X1

HQ. MISSION # 1035, 1036

PILOT

MISSION # 1035, 1036

BRIEFING OFFICER

DATE MISSION 24 Oct 56

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
*2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass		X (1)	
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing		X(2)	
10. Weather; Route, Alternates & Destination	X		
11. Communications, Channalization, reporting etc.		X (3&4)	
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	———		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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OVER ---

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ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
12. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

(a) Participating Pilot X

(b) Flight Planning Team X

(c) Weather Officer X

(d) Photo Section Representative X (Late)

(e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) No mention made of use of Radio Compass procedure during mission.

(2) The only mention of photo equipment made was camera turn on and turn off point. If details are to be covered in specialized briefing this should be stated.

(3) Communications briefing very sketchy.

25X1 [redacted]

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:		X	

25X1 [redacted]

SCORING OFFICER

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ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

(a) Participating Pilot X

(b) Flight Planning Team X

(c) Weather Officer X

(d) Photo Section Representative X (Late)

(e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) No mention made of use of Radio Compass procedure during mission.

(2) The only mention of photo equipment made was camera turn on and turn off point. If details are to be covered in specialised briefing this should be stated.

(3) Communications briefing very sketchy.

25X1

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:		X	

25X1

SCORING OFFICER

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MISSION BRIEFING/CHECKASHEET

HQ. MISSION # 1037, 1038, 1039 PILOT

MISSION # 1037, 1038, 1039 BRIEFING OFFICER

DATE MISSION 25 Oct 56

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
*2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather; Route, Alternates & Destination	X		
11. Communications, Channalization, reporting etc.	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	N/A		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

(a) Participating Pilot	X
(b) Flight Planning Team	X
(c) Weather Officer	X
(d) Photo Section Representative	X
(e) Intelligence Officer	X

* Explain all Marginal and/or Non-effective Items:

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

25X1

SCORING OFFICER

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NO. MISSION # 1040 & 1041

[redacted] MISSION # 1040 & 1041

DATE MISSION 26 October 1956

ITEM	EFFECTIVE	ORIGINAL	ACTUAL
1. Briefing, Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination	X		
11. Communications, Channalization, reporting etc.	X		
12. Emergency Briefing:			
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	—		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

(a) Participating Pilot X

(b) Flight Planning Team X

(c) Weather Officer X

(d) Photo Section Representative ----

(e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

No Photo Representative present.

25X1

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

SCORING OFFICER

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25X1

25X1

25X1

EQ MISSION # 1035

[redacted] MISSION # 1035

DATE MISSION 24 Oct 56

PILOT [redacted]

BRIEFING OFFICER [redacted]

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section			X (1)
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control			X (2)
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed **Maintenance**	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

Started 3 minutes early.

(1) No representative of physiological section.

(2) No mention of cruise control till brought up by rating officer.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
	X	

OVERALL RATING:

25X1

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25X1

HQ MISSION # 1036

[redacted] MISSION # 1036

DATE MISSION 24 October 1956

PILOT [redacted]

BRIEFING OFFICER [redacted]

25X1
25X1

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time	X		
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section		X (1)	
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control		X (2)	
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(1) No nightological section representative.

(2) No mention of cruise control.

Briefing was 10 minutes late due to flight briefing running over time.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
	X	

OVERALL RATING:

25X1

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25X1

25X1

25X1

HQ MISSION # 1037

[redacted] MISSION # 1037

PILOT [redacted]

BRIEFING OFFICER [redacted]

DATE MISSION 25 Oct 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor		X	
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section		X	
g. Physiological Section	----		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

OVER

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

25X1

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25X1

HQ MISSION # 1038 PILOT [redacted] 25X1

[redacted] MISSION # 1038 BRIEFING OFFICER [redacted] 25X1

DATE MISSION 25 Oct 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time	X		
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer		X	
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section	---		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope & Sextant	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	N/A		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

OVER

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
). Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		

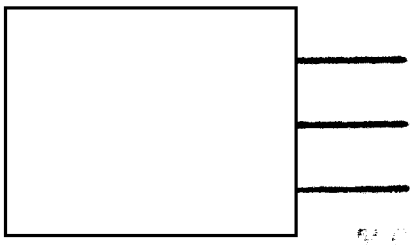
EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

Intelligence Officer late.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

OVERALL RATING:

25X1



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25X1

HQ MISSION # 1039 PILOT [redacted] 25X1

[redacted] MISSION # 1039 BRIEFING OFFICER [redacted] 25X1

DATE MISSION 25 Oct 56

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section	----		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	N/A		
e. 24" Camera	N/A		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

Suggest Celestial be debriefed as to accomplishing requirement rather than as to quality. Cover quality at Critique.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

OVERALL RATING:

25X1

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25X1

HQ MISSION # 1040

[redacted] MISSION # 1040

DATE MISSION 26 Oct 56

PILOT [redacted]

BRIEFING OFFICER [redacted]

25X1

25X1

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section	———		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope & Sextant	X		
c. Tracker & "B" Configuration	X		
d. Tri-Camera	N/A		
e. 24" Camera	N/A		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

OVERALL RATING:

25X1

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25X1

25X1

25X1

25X1

BQ MISSION # 1041 PILOT

[redacted] MISSION # 1041 BRIEFING OFFICER [redacted]

DATE MISSION 26 Oct 56

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Pilot	X		
b. Maintenance Supervisor	X		
c. Weather Officer	X		
d. Intelligence Officer	X		
e. Flight Planning Team	X		
f. Photo Section	X		
g. Physiological Section	———		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	N/A		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

OVERALL RATING:

25X1

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TAB "C"

CRITIQUES

1. Overall rating for USCM critiques is effective. They were conducted in an outstanding manner.

2. Check lists for each critique follow.

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25X1

HQ MISSION # 1095 — CAPE CRITIQUE 26 Oct 56

[redacted] MISSION # 1095 — PILOT [redacted] 25X1

DATE MISSION 25 Oct 56 — CREW LINK OFFICER [redacted] 25X1

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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ILLEGIB

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The critique was very thorough.

OVERALL RATING	X	

25X1

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25X1

HQ MISSION # 1896 DATE CRITIQUE 25 Oct 56

[redacted] MISSION # 1896 PILOT [redacted] 25X1

DATE MISSION 24 Oct 56 CRITIQUING OFFICER [redacted] 25X1

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error 5.1 NM	X		
(c) Celestial Observations - Average error 5.9 NM	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X	X	
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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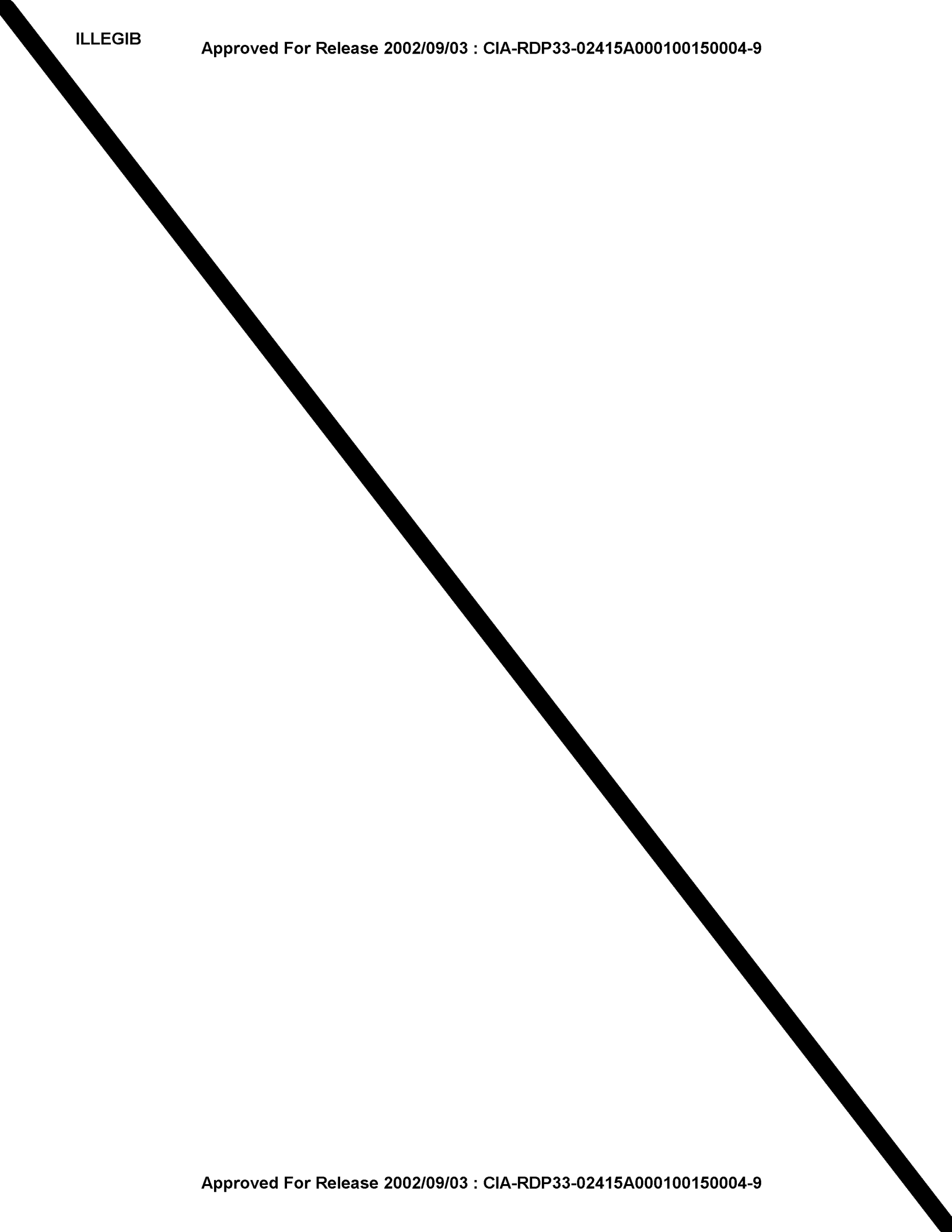

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25X1

25X1

HQ MISSION # 1037, 1038, 1039

[redacted] MISSION # 1037, 1038, 1039

DATE MISSION 25 Oct 1956

ITEM	EFFECTIVE	ARTIFICIAL	NON-EFFECTIVE
1. Critique Roll Call, On the Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General Discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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ILLEGIB
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(Done by Intelligence Officer)

Explain all critical or non-objective items

This was a composite critique of missions flown by [redacted] 25X1

25X1 [redacted] The critique was very thorough.

25X1

[redacted]

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CRITIQUE CHECK LIST

25X1

HQ MISSION # 1090, 1091 DATE CRITIQUE 27 Oct 56

[redacted] MISSION # 1090, 1091 PILOT [redacted] 25X1

DATE MISSION 26 Oct 56 CRITIQUING OFFICER [redacted]

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	X		
10. Commander's Comments	X		

* Personnel to be present:

(a) Commander	X	(e) Chief of Maintenance	X
(b) Pilot	X	(f) Intelligence Officer	X
(c) Flight Planning Team	X	(g) Physiological Officer	X
(d) Photo Interpreter	X	(h) Electronic Specialists	X

Explain all marginal or non-effective items:

Composite critique of mission 1060 & 1061 flown by [redacted] 25X1

25X1 [redacted] Very thorough critique.

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

25X1 [redacted]

RATING OFFICER

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TAB "D"

MAINTENANCE AND SUPPLY SUPPORT

The Maintenance and Supply Support is rated overall effective. As may be noted in the inclosed daily reports only two areas required any corrective action. Immediate action was taken by key Detachment "C" personnel when called to their attention during the USCM.

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MATERIEL CHECK LIST

Date: 24 October 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering	X		
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support	X		
(a) Number of line items requested versus issues	27 27		
(b) Number of total items requested versus issue	166 166		

Explain all marginal or non-effective items:

Although the overall materiel rating is effective the following is recommended:

a. That pilots be required to enter all malfunctions encountered during flight in the DD 781-2. These write ups to include airframe, engine and auxiliary equipment (cameras, camera lights, drift sights, sextants, etc.) This will assure that a complete story of discrepancies encountered is in a central place available to the D/M and his staff to assure that positive corrective action is taken and documented.

b. That in order to keep all personnel informed of status of aircraft, emphasis be placed on maintaining aircraft and auxiliary equipment status on a current basis. This is a primary responsibility of the maintenance supervisor assisted by the branch chiefs and should be closely monitored by the D/M.

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE

25X1

[redacted]

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Planning and Coordination Between Operations and Maintenance

Date: 24 Oct 56

Sortie Requirement Rec'd on Station		Sortie Requirement Furn to Maint.		Maint Branches Notified and Time Ready						
				Crew	Chief	Special	Equip	Communications		Time Aircraft Made Ready
Date	Time	Date	Time	Time Not	Ready	Time Not	Ready	Time Not	Ready	
24 Oct 56 Mission No. 1035 (361-SAC)	1948 23 Oct 56	23 Oct 56	1945	1900 23 Oct 56	0630 24 Oct 56	1130 23 Oct 56	0548 24 Oct 56	1900 23 Oct 56	0645 24 Oct 56	0850 24 Oct 56
[redacted]	25X1									
24 Oct 56 Mission No. 1036 (344)	2053 23 Oct 56	23 Oct 56	1945	1900 23 Oct 56	2130 23 Oct 56	1130 23 Oct 56	0530 24 Oct 56	1900 23 Oct 56	0650 24 Oct 56	0650 24 Oct 56
[redacted]	25X1									

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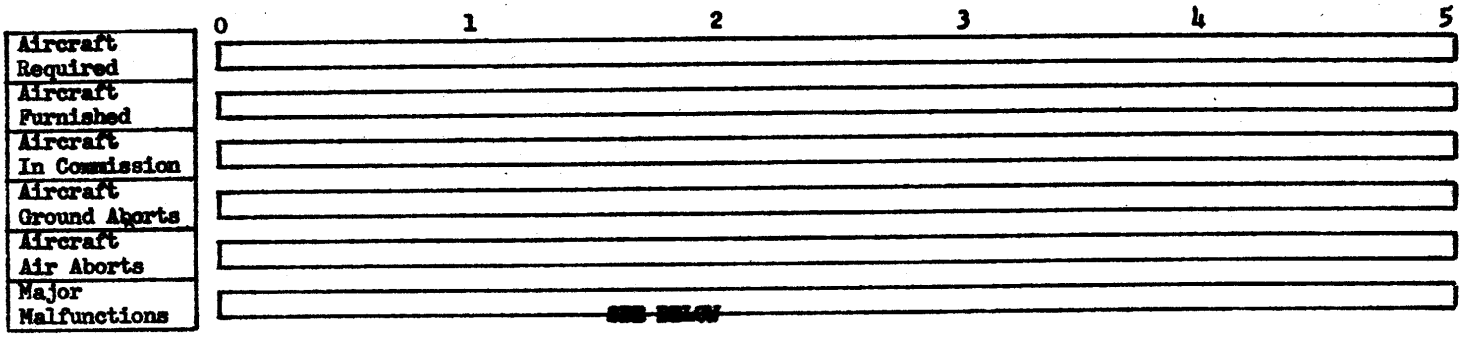
NUMBER OF AIRCRAFT AND/OR [redacted]ORTS

DATE: 2h Oct 56



AIRCRAFT ABORT DATA

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
Mission No. 1035 (3M4)		0905	0905	1650	1. Flame out at base plus 14. 86% and approximately 620 MEF on letdown. Chag at 30M below 74.5%.	1. C/F to DD Form 781-2. (Unable to determine any malfunction on ground).	Stayed IN
[redacted]	25X1				2. Sextant averager inoperative.	2. Removed and replaced averager.	
					3. Auto-pilot mach sensor erratic first hour of use, then O.K. for approximately 5 hours. Started pumping stick (Porpoising) last part of flight so auto-pilot was disengaged.	3. Checked all mach sensor adjustments and made slight correction in settings.	Stayed IN

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AIRCRAFT ABORT DATA

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
Mission No.1035 (344) (Continued)					4. "A" light out after 30 minutes. (Shop determined this to be a magazine malfunction).	4. Replaced magazine. Returning old magazine to the factory for repair.	
					5. "B" light blinking. (Shop determined this to be caused by light circuit microswitch being out of adjustment).	5. Adjusted micro switch.	
					6. Tracker stopped cycling while airborne, but operated O.K. on the ground upon return.	6. Replaced relay rack, which was believed to be affected by low temperature at altitude.	
					7. Short circuit in aileron trim tab ind. and couldnot disconnect auto-pilot.	7. Disconnected trim tab ind.	
Mission No.1036 (361)		0845	0846:56	1705	1. Mach sensor inoperative.	1. Replaced mach sensor amplifier and adjusted centering control.	Stayed IN
[redacted]		25X1			2. "B" light out 15 minutes after turn on. (Shop determined this to be a magazine malfunction - film tracking improperly).	2. Made spring tension adjustments on pressure roller.	
					3. Tracker - very poor exposure - only 50% useable.	3. Defective optical system - to be replaced.	

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DAILY STATUS OF SUPPORT EQUIPMENT

Date: 24 Oct 56

Type of Equipment	Units Assigned	Hours In Comm	In Date	In Time	Out Date	Out Time	Reason Out	Parts Required (Qtv. S/N and Nomenitative)	Remarks (ETIC. Supply Action etc)
MA-2 Sv. Unit Multi-Purpose Ser. No. 216	1	24							
MA-2 Sv. Unit Multi-purpose Ser. No. 217	1	24							
MA-2 Sv. Unit Multi-purpose Ser. No. 218	1	24							
MB-1 Tester Cabin press. Leakage	1	24							
Air Compressor Ser No. 146267	1	24							
Air Compressor Ser No. 314796	1	24							
Trailer, oxygen	2	48						1 ea 44B 27648-24 hose ordered 22 Oct 56 Control #2178	Part req does not affect in commission status.
QEC Power Pack Ser No. 606295	1	24							
Main Fus. Cart	3	72							
Hyd. test stand A/C Ser No. 1178	1	24							
Hyd. test stand A/C Ser No. 1187	1	24							
Gen. B-11 Ser No. AHEG 94	1	24							
Gen. B-11 Ser No. AHEG 865	1	24							

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RECAPITULATION OF ISSUES

FLYAWAY KIT

DETACHMENT "C"

24 October 1956
PERIOD

SECTION

UNIT

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

TOTAL ITEMS

TOTAL ITEMS REQUESTED 166

TOTAL ITEMS ISSUED 166 100%

LINE ITEMS

LINE ITEMS REQUESTED 27

LINE ITEMS ISSUED 27 100%

REQUESTED ▭ ISSUED ▭

807ABG FORM 17 APR 56 584

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AIR FORCE - HQ 15AF, MARCH 7345

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MATERIEL CHECK LIST

Date: 25 October 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering	X		
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support	X		
(a) Number of line items requested versus issues	22		
(b) Number of total items requested versus issue	84		

Explain all marginal or non-effective items:

The Director of Material has indicated that he is taking action to improve the maintenance of aircraft status and to record pilot's remarks and corrective action in DD Forms 781-2.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

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Planning and Coordination Between Operations and Maintenance

Date: 25 Oct 56

Sortie Requirement Rec'd on Station		Sortie Requirement Furn to Maint.		Maint Branches Notified and Time Ready						
				Crew	Chief	Special	Equip	Communications		Time Aircraft
Date	Time	Date	Time	Time Not	Ready	Time Not	Ready	Time Not	Ready	Made Ready
	Mission No. 1037 A/C 356 (NACA 188)	24 Oct	1530	1530 24 Oct	0630 25 Oct	1530 24 Oct	0530 25 Oct	1600 24 Oct	0650 25 Oct	0650 25 Oct
25X1										
	Mission No. 1038 A/C 344 (SAC)	24 Oct	1530 24 Oct	1600 24 Oct	2300 24 Oct	1530 24 Oct	0530 25 Oct	1600 x 24 Oct	0710 25 Oct	0710 25 Oct
25X1										
	Mission No. 1039 A/C 361 (SAC)	24 Oct	1530	1600 24 Oct	2400 24 Oct	1530 24 Oct	0530 25 Oct	1600 24 Oct	0725 25 Oct	0725 25 Oct
25X1										

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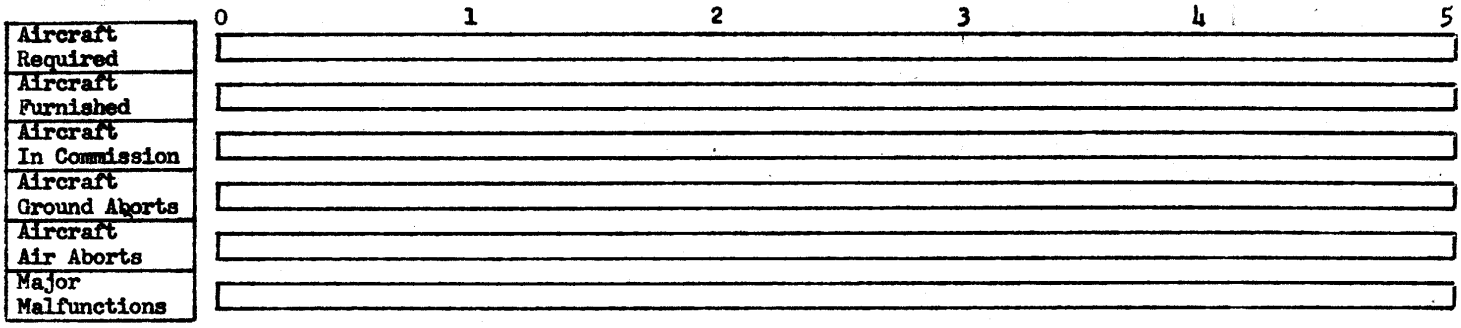
NUMBER OF AIRCRAFT AND/OR [redacted]ORTS

DATE: 25 Oct 1956



AIRCRAFT ABORT DATA

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
356 (1037) [redacted]	25X1	0740	0745	1515	1. Cover on drift sight handle removed because of looseness, also driftsight difficult to operate and center datent not ready discernably except in vertical position.	1. Removed and replaced hand control.	Stayed IN
					2. Generator field circuit breaker popped causing late take-off.	2. Reset in circuit breaker. (located in camera bay & difficult to reach by [redacted] installed).	
344 (1038) [redacted]	25X1	0800	0800	[redacted]	1. Engine flamed out at base 45K, [redacted] and again 1st down [redacted] at base.	1. Replacement of surge bleed governor did not correct mal. Engine to be returned to FMA. A/C to be returned to LAC for modification.	OUT at 1900 hrs Stayed OUT
					2. "A" light out in [redacted] hrs of flt because of film tear in magazine	2. Flame out causing power failure suspected of stopping camera in midst of cycle. No defects found in magazine.	

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AIRCRAFT ABORT DATA

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
344 (1038) [redacted] (Continued)		25X1			3. "C" light went out.	3. Flame out causing power failure suspected of stopping camera in midst of cycle. No defects found in magazine.	
361 (1039) [redacted]		0820	0820	1605	1. Mach sensor doesnot seem to operate or very sluggish.	1. Replaced mach amplifier and adjusted.	Stayed IN
		25X1			2. When auto pilot is turned on full left trim is required. After a time this trim returns to neutral.	2. Re-adjusted roll trim flanking pots for balanced operation.	
					3. "D" light never came on. Camera OK. Run without Minivib. B Configuration.	3. B Camera is still in experimental stage. Experienced and sufficient operation of camera required to eliminate new equipment.	

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DAILY STATUS OF SUPPORT EQUIPMENT

Date: 25 Oct 56

Type of Equipment	Units Assigned	Hours In Comm	In Date	In Time	Out Date	Out Time	Reason Out	Parts Required (Qtv. S/N and Nomanitative)	Remarks (ETIC. Supply Action etc.)
MA-2 Sv. Unit Multi-purpose Ser.No. 214	1	24							
MA-2 Sv.Unit Multi-purpose Ser No. 217	1	24							
MA-2 Serv Unit Multi-purpose Ser. No. 218	1	24							
MB-1 Tester Cabin Press. Leakage	1	24							
Air Compressor Ser.No.146267	1	24							
Air Compressor Ser No. 314796	1	24							
Trailer, oxygen	2	48						1 ea 448 27648-24 hose ordered 22 Oct 56. Control #2174	Part req does not affect in commission status.
QEC Power pack Ser.No.606293	1	24							
Main Pas. Cart	3	[illegible]							
Hyd. test stand A/C Ser.No. 1170	1	24							
Hyd. test stand A/C Ser.No. 1147	1	24							
Gen. B-11 Ser.No. AHE[illegible] 94	1	24							
Gen. B-11 Ser. No. AHE[illegible] 465	1	24							

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RECAPITULATION OF ISSUES

FLYAWAY KIT

DETACHMENT "C"

25 October 1956
PERIOD

SECTION

UNIT

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

TOTAL ITEMS

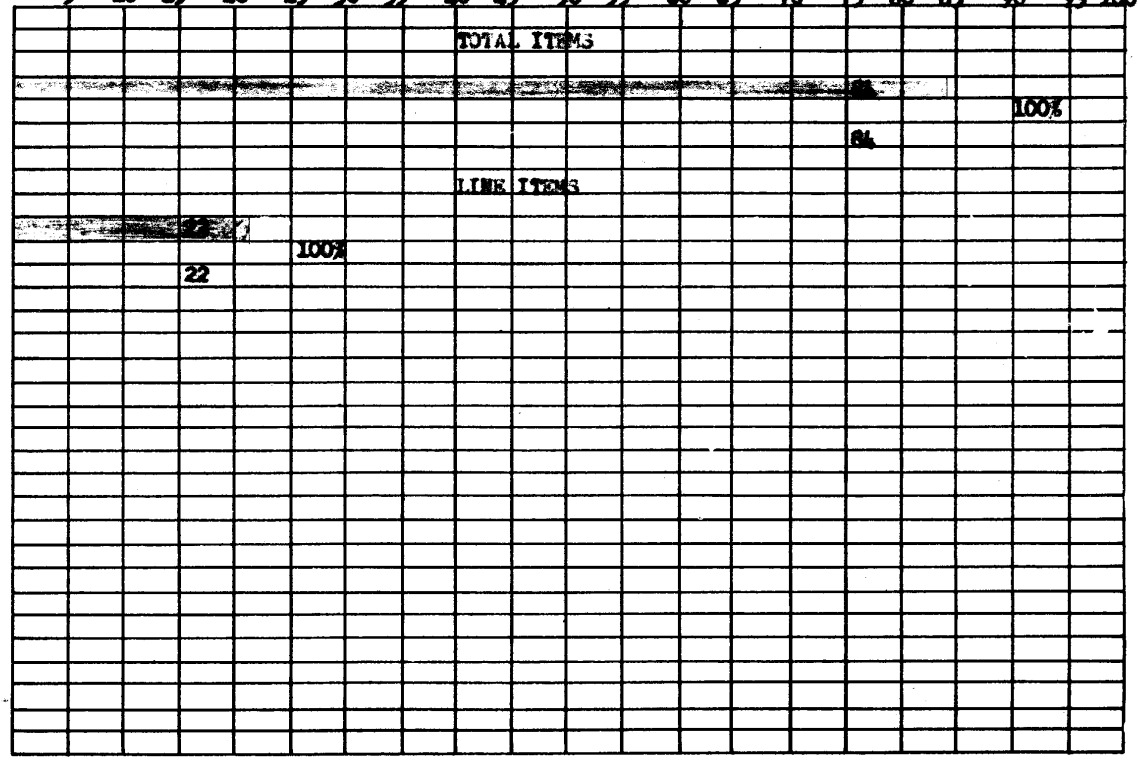
TOTAL ITEMS REQUESTED

TOTAL ITEMS ISSUED

LINE ITEMS

LINE ITEMS REQUESTED

LINE ITEMS ISSUED



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MATERIEL CHECK LIST

Date: 26 Oct 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering	X		
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	6		
(b) Number of total items requested versus issue	22		

Explain all marginal or non-effective items:

Much improvement has been made in recording of pilots remarks in DD Form 781-2 and in maintenance of overall aircraft status.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

25X1

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Planning and Coordination Between Operations and Maintenance Date: [redacted] 1956

Sortie Requirement Rec'd on Station		Sortie Requirement Furn to Maint.		Maint Branches Notified and Time Ready						
				Crew	Chief	Special	Equip	Communications		Time Aircraft
Date	Time	Date	Time	Time Not	Ready	Time Not	Ready	Time Not	Ready	Made Ready
	Mission No. 1040 A/C 361 (SAC)	25 Oct	1515	1600 25 Oct	2400 25 Oct	1515 25 Oct	0500 26 Oct	2100 25 Oct	0700 26 Oct	0700 26 Oct
25X1										
	Mission No. 1041 A/C 356 (NACA 188)	25 Oct	1515	1600 25 Oct	2400 25 Oct	1515 25 Oct	0500 26 Oct	2100 25 Oct	0700 26 Oct	0700 26 Oct
25X1										

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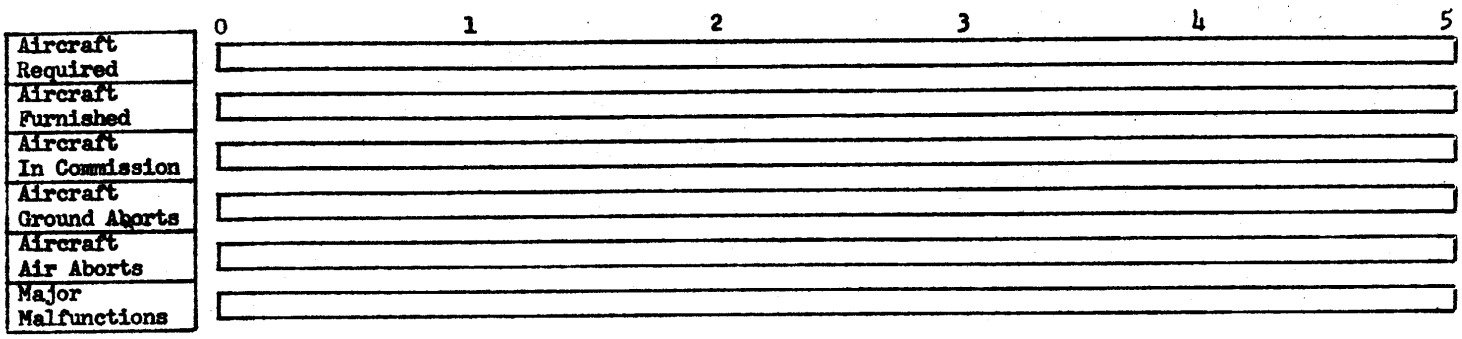
NUMBER OF AIRCRAFT AND/OR ABORTS

DATE: 26 Oct 56



AIRCRAFT ABORT DATA

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
361 (SAC) Mission No.1040		0740	0740	1510	1. Mach sensor inoperative (Pumps stick violently).	1. Replaced, checked and adjusted	
		25X1			2. Main gear indicates unsafe in up position.	2. Removed and replaced drift sight bubble fairing to allow proper fit.	
					3. Cabin altimeter fluctuates from 28M to 38M continously.	3. Remove and replace cabin pressure regulator.	
					4. Slave gyro reads 4 - 6° less than true track.	4. Swung compass.	
					5. Too much background noise from "B" camera.	5. Removed and being returned to the factory.	
					6. "B" shutter & oblique drive motor failed.	6. Removed and being returned to the factory.	

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AIRCRAFT ABORT DATA

26 Oct 1956

A/C No.	Type Abort	Take Off Time Sched	Take Off Time Actual	Ldg. Time	Discrepancy or Maint Required	Corrective Action	Time in Comm.
356 (NACA) 188 Mission 1041 [redacted] 25X1		0800	0808	1538	1. Compass off 6° to the left.	1. Compass swung.	
					2. "A" & "B" light on A-2 Camera out at 1320 hours.	2. No discrepancy. Ran out of film.	
					3. "C" light out at 1255 hours.	3. Oblique magazine film torn due to magazine having a jammed case drive. Being removed and returned to factory.	
					4. Emergency face heat cord too short to allow head turning to the right.	4. Cord is to be lengthened. This has occurred only on tall pilots.	
					5. Face plate went out before take-off. Face plate was changed. This plate had a plugged hose and was replaced by another.	5. First face plate was inspected and found OK. Second face plate hose was restricted in plug. Plug was removed, and replaced. Third face plate was OK.	

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Date 26 Oct 1956

Type of Equipment	Units Assigned	Hours In Comm	In Date	In Time	Out Date	Out Time	Reason Out	Parts Required (Qty, SAN and Nomenclature)	Remarks (Explain Delays)
MA-2 Sv Unit Multi-purpose Ser.No. 214	1	24							
MA-2 Sv Unit Multi-purpose Ser. No. 217	1	24							
MA-2 Sv. Unit Multi-purpose Ser. No. 218	1	24	26 Oct	1200	26 Oct	0800			Eng. ran rough. Fuel line tightened at carb. & eng given minor tune up.
MB-3 Tester Cabin press. leakage	1	24							
Air Compressor Ser.No. 146267	1	24							
Air Compressor Ser.No. 314798	1	24							
Trailer, oxygen	2	48						1 ea 44B 27648-24 hose ordered 22 Oct 56 Control #2174	Part req does not affect in commission status
GEC Power Pack. Ser. No. 606293	1	24							
Main fus. cart	3	72							
Hyd test stand A/C Ser # 1147	1	24							
Gen. B-11 Ser #AHBG 99	1	24							
Gen. B-11 Ser # AHBG 465	1	24							
Hyd test stand A/C Ser #1170	1	24							

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RECAPITULATION OF ISSUES

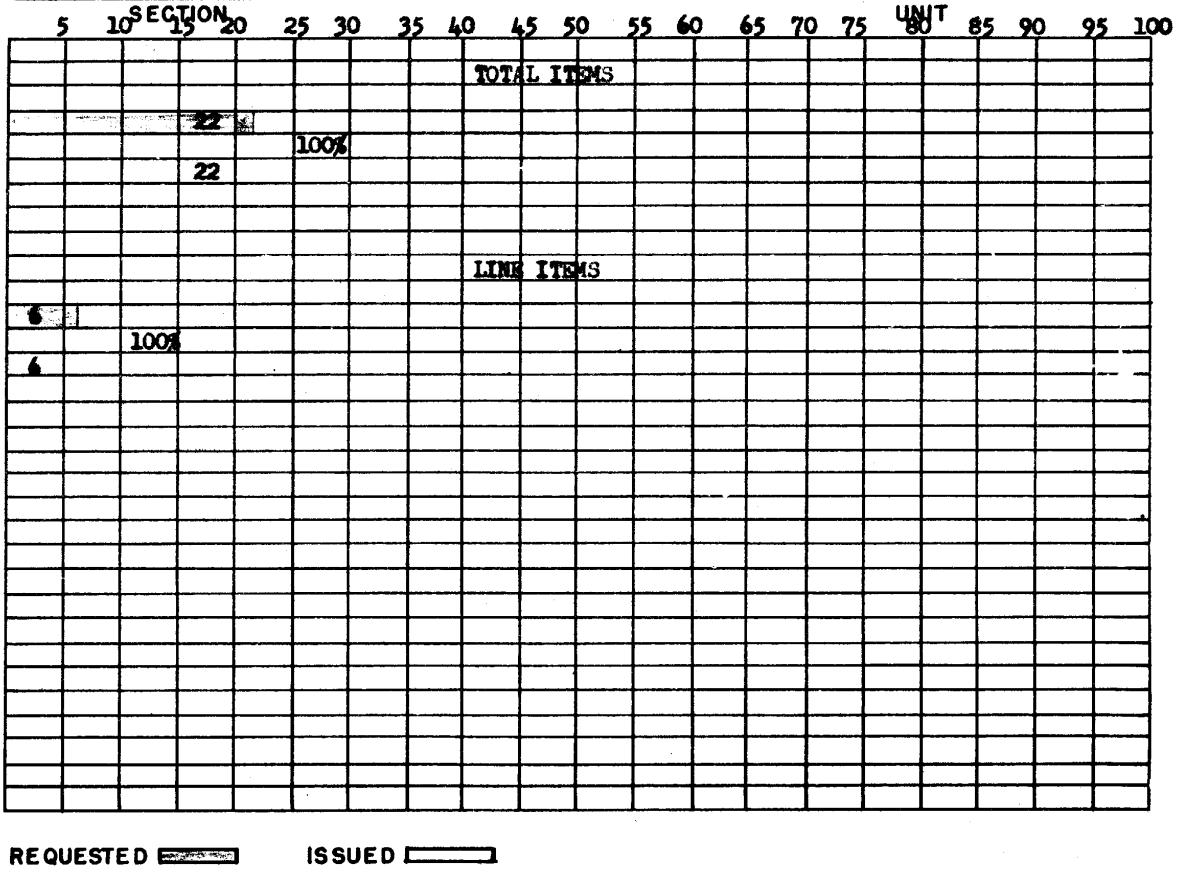
FLYAWAY KIT

DETACHMENT "C"

26 October 1956
PERIOD

SECTION

UNIT



TOTAL ITEMS REQUESTED

TOTAL ITEMS ISSUED

LINE ITEMS REQUESTED

LINE ITEMS ISSUED

REQUESTED ▬ ISSUED ▭

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ANNEX V

STATISTICAL SUMMARY OF USCM

TAB "A" - OPERATIONS

TAB "B" - MAINTENANCE & SUPPLY

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UNIT SIMULATED COMBAT MISSION RECAPITULATION SHEET

SORTIE	CREW	PILOT	A/C	TAKE-OFF SCHED	TAKE-OFF ACTUAL	DURATION SCHED	DURATION ACTUAL	TIME ABOVE BASE /10	DR LEGS SCHED	DR LEGS ACTUAL	CAMERA CONFIG	TOTAL DIST	CELESTIAL NO	CELESTIAL AV. ERROR	PHOTOGRAPHY SCHED	PHOTOGRAPHY ACT	PHOTOGRAPHY %DEV	REMARKS
1035	76	[redacted]	344	0845	0846 +56	7:36	8:05	6:45	1	0 CEA	A-2	3105	11	16.5	6	5	Less than 5 NM	1 Tgt lost to weather
1036	75		361	0905	0905	7:37	8:00	7:00	1	5.1 CEA	A-2	3125	11	5.9	5	3	Less than 5 NM	2 Tgts lost to weather
1037	71		356	0740	0740	7:12	7:30	6:15	1	4 CEA	A-2	2958	10	No Shots	4	3	Less than 5 NM	1 Tgt lost to Weather
1038	73		344	0800	0800	7:17	8:10	7:45	1	7 CEA	A-2	3007	6	8.4	21	12	10 at 5 1-10-10 1-5-10	5 Tgts lost - Weather 4 Tgts lost - F/D
1039	72		361	0820	0820	7:21	7:45	6:30	1	7 CEA	B	2099	10	11.5	14	10	Less than 5 NM	4 Tgts lost to weather
1040	80		361	0740	0740	7:30	7:30	6:30	1	0 CEA	B	2895	10	19.1	4	4	Less than 5 NM	
1041	77		356	0800	0807 +50	7:30	7:30	6:30		5 CEA	A-2	2895	10	19.1	4	4	3 - 5 2 - 5 - 10	

25X1

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MAINTENANCE RECAPITULATION

A/B No.	WEDNESDAY 24 OCTOBER 1956	THURSDAY 25 OCTOBER 1956	FRIDAY 26 October 1956
344	Mission #1035, Pilot: [redacted] Fly Time: 7:45 Auto-pilot -- Mach sensor erratic. Short circuit trim tab ind. Sextant - Averager inoperative. Engine:- Flameout base +14 & letdown A-2 - magazine failure, microswitch out of adjustment. Tracker - Stopped cycling, changed drift sight. - OK relay rack.	Mission #1038, Pilot: [redacted] Fly Time: 8:10 Auto-pilot -- OK Flame out base & 14 & letdown. A-2 film tear probably due to flame-out. Tracker - OK Drift sight - OK Sextant - OK	25X1 25X1 25X1
356		Mission #1037, Pilot: [redacted] Fly Time: 7:30 Auto-pilot -- OK. Drift sight - Handle bent. Generator field circuit breaker popped causing late take-off. A-2 -- OK. Tracker -- OK. Sextant -- OK.	Mission #1041, Pilot: [redacted] Flying Time: 7:30 Auto-pilot -- OK. A-2 Oblique magazine film tore. Emergency face heat cord short. Face Plate - malfunctioned. Tracker -- OK. Sextant -- OK. Compass - 6 degrees off track. Drift sight - OK.
361	Mission #1036, Pilot: [redacted] Flying Time: 8:2904. Auto-pilot - Mach senser inoperative. A-2 film tracking improperly improper tension in magazine. Tracker - very poor exposure - defective optical system. Sextant -- OK. Driftsight -- OK.	Mission #1039, Pilot: [redacted] Flying Time: 7:30 Drift sight -- handle bent. Auto-pilot -- Mach senser sluggish. Auto-pilot trim out of adjustment. A-2 -- OK. Tracker -- OK. B Configuration camera never ran - malfunctioned. Sextant -- OK.	Mission #1040. Pilot: [redacted] Flying Time: 7:30 Auto-pilot -- mach senser inoperati Main gear - Indicates unsafe operation. Cabin pressure -- fluctuates. Slave gyro -- 4 to 6° off track. "B" Configuration - Run unsuccessful Tracker - OK. Sextant -- OK. Drift sight -- OK

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RECAPITULATION OF ISSUES

FLYAWAY KIT

DETACHMENT "C"

24 Oct - 26 Oct 1956
PERIOD

SECTION

UNIT

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

TOTAL ITEMS

TOTAL ITEMS REQUESTED — 272

TOTAL ITEMS ISSUED — 272 — 100%

LINE ITEMS

LINE ITEMS REQUESTED — 55

LINE ITEMS ISSUED — 55 — 100%

REQUESTED ISSUED

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